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**THE NEWS THIS MORNING.**

**FOREIGN.**—At a Cabinet council, at Rambouillet, France, presided over by President Fallières, the present cost of living was considered and measures to ameliorate the situation were discussed. Sir Wilfrid Laurier said Canada is not at the "parting of the ways," as he said that he is prepared to talk business with the President, but not politics. Two aviators were killed in Germany by falling sixty feet, when the gasless tank on their machine exploded. The plane fell to earth. It was reported that the recent revolution in Ecuador had been brought to an end, and that General Alfaro, its leader, was disbanding his forces. Port-au-Prince, Hayti, was inundated by a torrential rain, which deluged the city. **DOMESTIC.**—The case of Henry Clay Beattie, Jr., indicted for the murder of a woman, was to be given to the Chesterfield County, Va., jury today, the defense made an attack on the credibility of the testimony of Paul Beattie, the chief witness for the prosecution. The United States Great Britain, France and Germany have taken measures to protect missionaries in China, and a formidable array of warships may soon be seen in Chinese waters. An untried in Steubenville, Ohio, his birthplace. Governor Dix in Albany gave a hearing to the opponents of the proposed New York City charter. A levy election in the State of New York was called to canvas on the charter bill September 12. Beulah Binford, the so-called "girl in the room," who was charged with the murder of a woman, was released from the Henri County jail, as was Paul Beattie, cousin of the accused man, they were held as witnesses. The State Legislature took a recess until September 15 after the adjournment of the Governor. Mr. Dix urged that the session be limited to one week. Justice Howard, in Troy, N. Y., in an opinion concerning the levy election law, held that boards of supervisors cannot name election boards unless the members are recommended by the county commissioners. Two little girls, aged five and six, who were burned severely when he lit a match to see how much gasoline was in the tank of his auto. **CITY.**—Stocks were dull and weak. President Taft defended the proposed new charter of the city of New York, and a speech at the Connecticut fair, at Hartford, while Theodore Roosevelt upheld the Senate opposition in an editorial in "The Outlook." Giuseppe Costello, the alleged Black Legion leader, who was arrested with a bomb in his possession, was held without bail for the grand jury. A woman dancer was found shot to death at her home on 27th street, and a waiter, who said she committed suicide, was arrested. The New Jersey Utilities Board, acting on complaints of commuters, ordered every railroad entering at Jersey City to make a full report as to its arrangements for transporting passengers to New York. Fire Commissioner Johnson asked the State Board of Fire Commissioners to withhold licenses from night clubs until inspections had been made. Arguments were made before Justice Gavegan against the Levy election law. **THE WEATHER.**—Indications for today: Cloudy. The temperature yesterday: Highest, 75 degrees; lowest, 64.

**NOT THE END OF EVERYTHING.**

In discussing President Taft's veto of the wool and Farmers' Free List bills Senator Cummins is as melancholy as Poe's raven. He says that those two measures "gave the President the only chance he will ever have to sign acts of Congress reducing the iniquitous duties of the Payne-Aldrich law, but preserving the system of protection." "The Iowa Senator's powers of reasoning are unique, yet it will stump even his genius to explain to the public why, if a Democratic-Insurgent coalition was able and willing to pass measures reducing the duties of the Payne law, but still preserving the system of protection, at the first session of the present Congress, it should not be able and willing to pass measures of a similar character at the second and third sessions. President Taft has no objection to signing downward revisions of the Payne schedules if it can be shown by an impartial and scientific investigation that existing rates are unnecessarily high. Suppose that the Tariff Board reports in December that the wool duties ought to be reduced so as to conform to the rates in the Underwood-La Follette compromise or even to those of the original House bill, what would then prevent Congress from preparing another wool schedule and sending it to the President for approval? Certainly nothing would except the desire of the Democrats and Insurgents to repudiate their own works and to insist on still lower duties, thus confirming the general belief that in passing the wool, Farmers' Free List and cotton bills they were not engaged in serious tariff legislation, but were only jockeying with rates for political purposes. Mr. Cummins holds that the wool and Farmers' Free List bills "were both prepared with the greatest care and in the full light of abundant information, and were both amply justified by the 'standards of protection.' If that is a sound judgment the report of the Tariff Board will be likely to pave the way for a lower wool schedule and a free list measure of even larger scope, for if the free admission of certain articles, when intended for the use of the farming community, was justifiable from the protection point of view the admission of similar articles for general use would also be justifiable. Why, then, sit immersed in gloom above the pallid bust of Pallas, lamenting an opportunity which is gone forever? Congress will be back in Washington in

December and will be in session for at least six months. The Democrats are as firmly committed as the Insurgents are to the sufficiency of the reductions made in the first two of the vetoed measures, and if the Tariff Board practically indorses the coalition's work that work will have to be done over again or the coalition will be stultified. If the board finds that the wool and free list bills are not amply justified by the standards of protection, the Insurgents, who voted for them under the impression that they were, ought to be thankful for having been saved by the President's vetoes from the consequences of having voted for measures not "preserving the system of protection." Mr. Cummins and his associates were formerly among the most ardent backers of the Tariff Board method of revision. They ought to be glad to accept first aid to the injured services from that board if the necessity for such surgical assistance develops.

**IS THE CITY GOVERNMENT FOR SALE?**

If Governor Dix intends to veto the New York City charter bill only in case the Legislature fails to send to him for approval also a direct nomination bill he has no serious conception of his duty as Governor. The trading of bad appointments for good appointments which has taken place between the Governor and the boss is mischievous enough without making it worse by adding to it the swapping of legislation between the two. The Governor has spoken of the government of half the state's population. It is too serious a matter to be made the subject of a dicker. Why should the Governor give Tammany the freedom to shape the city government to suit its nefarious purposes in exchange for Tammany's giving him a direct nomination bill? The suggestion is monstrous. It is all the more so when the nature of the Governor's attitude on direct nominations is taken into consideration. The bill which the Governor would be likely to get as a result of selling a self-governing community to a political boss, and which he would be perfectly willing to sign, would not be worth anything to the people of this state. The Governor appears to care little about what sort of direct nominations system he obtains so long as it may be called direct nominations. Any old kind of direct nominations will serve his purpose, which is to say that he has brought about the fulfillment of his party's pledges. The bill which he is understood to approve is as full of Tammany jokers as is the proposed New York City charter. There is no reason why Murphy should hesitate to send them both to the Governor, thus trading a Murphy system of city government, the Governor getting, what he always gets when he traffics with the boss, his pocket turned inside out.

**GERMAN AND AMERICAN NAVIES.**

The German War Lord makes prompt response to the naval display of his British cousin. The fleet which he reviewed at Kiel on Tuesday is not, of course, the equal in strength of that which was recently assembled at Spithead, but Germans hold it to be second to the British fleet alone. That it is a powerful fleet is obvious, and that it, or rather the German navy, is the second in the world, as German experts are now jubilantly saying, may be the fact, though it is not easy of positive demonstration. It is not to be expected that there will soon or ever be a warlike trial of strength between the German and American navies, and without such a trial it is not easy to see how the comparative strengths of two so nearly matched forces could be convincingly determined. In one of the most recent published lists of the ships of the two navies, built and building, America is credited with twenty-nine first class and four second class battleships, and Germany with thirty first class and four second class. On that basis Germany has the advantage to the extent of one first class ship. But the tonnage of the American ships is 501,796, while that of the German is only 489,536, giving America the advantage on that basis. Again, Germany has the advantage with ten Dreadnoughts to our eight, while America has the advantage in from half a knot to a knot higher speed. In the dozen or more ships immediately preceding the Dreadnoughts the German navy has four 11-inch and fourteen 6.7-inch guns, while the American navy has four 12-inch, eight 8-inch and twelve 7-inch guns. How do the two classes compare in strength? In the classes preceding those Germany has four 9.4-inch and eighteen 6-inch guns, while America has four 12-inch and fourteen or sixteen 6-inch guns. How do these compare ship for ship? The largest German ships are the Dreadnoughts were five of 12,200 tons, while America had six of 16,000 tons and five more of nearly 15,000 tons. Before the Dreadnoughts, again, Germany had only one ship of as much as 19 knots, while America had five exceeding that figure. The newest German ships, such as the three of the Ostfriesland class, now commissioned, and the three more building, measure 22,000 tons, carry twelve 12-inch guns and make 20 knots, while our ships of the Arkansas class measure 26,000 tons, carry twelve 12-inch guns and make 20.5 knots. How do they compare in strength?

These and various other technical data must all be taken into account in estimating the comparative strengths of the navies. Such factors alone make the problem complex beyond the capacity of human ingenuity to solve to entire satisfaction, for almost any result can be attained according to the weight which is given to this or that factor, and the giving of such weights is a matter not of fact but of opinion. But in addition there are other factors of still greater uncertainty, though of no less importance. The auxiliary classes of ships, including torpedo and submarine boats, must be considered, and also airships. Then there is that factor which for a dozen years we have considered supreme—the man behind the gun. How do the two navies compare in personnel, in discipline, in marksmanship? Note, too, the interesting and by no means insignificant circumstance that the German navy has never in all history been engaged in a serious war, and therefore has no warlike experience or traditions, while the American navy has the experience and the traditions of half a dozen wars, in every one of which it was successful, or at least acquitted itself with credit. What weight has this in determining the probable practical efficiency of the two navies?

What is beyond doubt, however, is that the German navy has for some years been, and is now, making more rapid progress than our own or than any other. It is building more Dreadnoughts than we are, and more powerful cruisers, and at the present rate it will, or it would, in a few years surpass our navy by a margin great enough to be convincing of the complex data which we have cited. There practically and immediately confronts this nation, then, the question whether it comports with our national interests and status to be thus displaced from the second place among the naval powers of the world, and to be thus displaced by that power which is of all the most "pushful" and aggressive.

**THE OCEAN FERRY.**

The Atlantic Ocean is becoming more and more of a passenger ferry. When the Lusitania came into this port on Saturday and turned around and went out again on Sunday, having discharged only a small portion of her cargo, the old-fashioned notion that transatlantic steamship lines existed primarily for the purpose of carrying freight received its quietus. It is now announced that the Cunard liners have not infrequently made three voyages between New York, holds of cargo consigned to the schedule of the necessity of living up to the schedule of sailings for passengers being more urgent than that of delivering merchandise.

The bigger the ships get to be and the more expensive and luxurious become the accommodations for voyagers become the more completely will the passenger side of the business dominate the freight side. Many travelers now living can remember the days when they were treated only as a superior class of cargo, being stowed away in odd spaces and asked to rough it on much the same terms as the officers and the crew. Sailing dates waited on the convenience of the freightmaster, and the passenger was made to realize that he was little more than a supernumerary on shipboard. Now all is changed, and the voyager is coddled to the point of satiety, having at his disposal all the comforts and most of the discomforts of life in the palatial modern hotel. The price he pays for this alteration in his status is becoming the chief consideration in the economy of the great ocean lines, and everything else must wait while the company carries out its contracts, made six or eight months ahead, for the delivery of its cabin guests.

Travel to and from Europe is bound to increase enormously as it is made swifter and more comfortable. The day of the 50,000-ton steamship is at hand, and one vessel may soon be doing the passenger traffic of ten vessels of the type now vanishing. The Atlantic voyage will be transformed into a ferry service, easy, regular and inviting, and a journey to Europe will mean little more to an American than a trip to Paris or Switzerland now means to the average Britisher. The people of this country have much to gain from this development in ocean travel, for each visit abroad ought to broaden an American's outlook, mellow his perceptions and bring him home a more enlightened and useful citizen.

**THE GRADE CROSSING EVIL INCREASING.**

It will be surprising to many and somewhat disappointing to learn that the evil of grade crossings instead of diminishing is actually and considerably increasing. In the last ten years many grade crossings have been abolished, and at many others safety devices of various kinds have been installed for the protection of the public. It might be supposed that these things would result in a diminution of the number of accidents. Yet statistics show that there has been a marked increase in the number, both of all accidents and of those resulting in death, in proportion to the number of persons exposed to danger. Two periods of five years each are taken for comparison, 1895 to 1899 and 1905 to 1909. In the former the number of persons killed was 3,029; in the latter it was 4,278. In the former the deaths were 8.8 in the million of population; in the latter they were 10.9 in the million. In the former period the total number of casualties was 8,291, or 24 in the million; in the latter 13,183, or 39.9 in the million. The increase in proportion to the population was 512 killed and 2,430 injured, a total of 2,942.

The explanation of this distressing increase is not obvious, unless it is to be found in the greatly increased use of automobiles. It is notorious that a large proportion of accidents at grade crossings occur to automobiles, which are often driven upon railroad tracks with inexcusable rashness, and we should not be surprised to know that these have been sufficiently numerous to account for the increase noted. Not even the criminal rashness of the most reckless "joy rider," however, can justify the continuance of conditions which are a menace or at least an inconvenience to the whole public. The increase in the number of grade crossing accidents may be an indictment of reckless automobilists; it certainly is a convincing argument for the abolition of all those death traps.

**FOUND SENSE ON SEWERAGE.**

There is a strong prospect that sound sense will prevail in the matter of the sewerage system of the Passaic Valley, over which there has been so much discussion and so ominous a prospect of tedious and costly litigation. To a certain extent, indeed, it has already prevailed on both sides, and now the promise is that it will be extended until there is complete agreement between the New Jersey communities and New York. Thus there was sound sense in the determination of the New Jersey people to cease polluting the Passaic River with their crude sewage and instead to turn it into a trunk sewer which should convey it to some other point of disposal. There was also reason in the objection which New York made to the pouring of the output of that sewer into the harbor without an adequate process of purification. The trouble appears to have lain in the wish of New Jersey to discharge the sewage into the bay in too crude a condition and in the reluctance of at least some New Yorkers to have it discharged there in any condition whatever.

Now we are told that the formidable legal proceedings which began this week have been halted and will probably be ended by a proposal on the part of New Jersey to install an effective purification plant through which all the sewage will pass before it enters the harbor. That would seem to contradict the claim, which some have made, that an ade-

quate degree of purification was provided for in the original plans for the trunk sewer. It is undoubtedly true that some screening or filtering was to be done, but it has been the New York contention that it would not be efficient for the prevention of further pollution of the harbor waters, and that contention seems to be confirmed by the offer of New Jersey to increase the efficiency of the purification plant. We should say that New Jersey ought to make that plan so efficient as to prevent pollution of the harbor, for her own sake as well as for New York's, and also that under those conditions New York's objection to the sewer scheme should cease.

That the installation and operation of such a purification plant are entirely practicable is not reasonably to be doubted. The thing has been done elsewhere with complete success. It is done at Paris, where the liquid residue of sewage which is poured into the Seine is actually much purer than the water of the river, so that it purifies by dilution instead of contaminating the stream. The same thing is done at Berlin, and also at Altona and Hamburg. That it can be done in New Jersey is not to be doubted, and that it can be done with little additional cost, if not with actual diminution of expense, is altogether probable. In such disposition of the case there will be a measurable triumph for both of the litigants, but most of all there will be a triumph of decency, economy and sound sense.

Ten days' recess will enable Murphy to get his steam roller in prime condition.

Germany's reply to France may not settle the dispute, but the chances are that it will make toward that end.

Deaths of aviators are now daily reported, and the question whether it is worth while is much intensified.

The woman Mayor of Hunnewell, Kan., purposes to demonstrate that she is as good a man as any in the Council or as the whole Council put together.

Owing to the fact that the state fair is in Syracuse next week, many of the legislators feel that they should be at liberty to attend it.—Albany dispatch to The New York Sun.

What is tedious duty to the legislator at Albany when he hears the call of a state fair or the every Friday to Monday call of the Great White Way?

It was not well to mob Reyes in Mexico City and it was not well to mob Madero at Vera Cruz. Such practices will not promote the welfare of the Mexican Republic nor conduce to popular acquiescence in the result of the impending election.

The Governor concedes that Mr. Murphy requires another vacation, until September 18.

Philadelphia is looking forward with delight to being "Lexowed." It would probably be willing to raise a fund to guarantee the costs of a similar housecleaning every year.

"The Houston Post" says that Roger Q. Mills retired from the Senate because of an overwhelming hostility in Texas to his tariff views. This is history rewritten. If Mr. Mills had broken with the Cleveland administration on the free silver issue the Texas voters would never have bothered about his views of tariff revision. He was a victim of his unwillingness to become a silver inflation hawker and an unsparring critic of President Cleveland's sound money policy.

**THE TALK OF THE DAY.**

"Kennst du das Land," writes an American school teacher from Vienna, "where there is no servant problem? If you do, where is it? I have heard it discussed wherever I have had the good fortune to escape from the hotel to the private house. It furnishes just as much cause for worry and as much food for conversation among women of Europe as it does in New York. Yesterday I attended a meeting of the 'Gesellschaft der Frauen,' of which a Mrs. Popp is the president, and heard addresses in various dialects of German, all on the subject of the hard lot of the house servant. The one great 'wrong' which the members of the 'Einkauf' were anxious to remedy was the custom which made the servant girl homeless when the employers closed their city houses for a certain season. The most remarkable feature of the meeting to me was the intellectual superiority of those who took part in the deliberations and the orderly manner in which it was conducted."

Caddy—I got that ball we lost this morning, didn't I?—Golfed—Got it from a small boy. Golfer—Good. Let's see—what did you give him for it? Caddy—A slip under the rug, sir.—Punch.

**SCHOOL TIME.**

(Note: The schools open next Monday, New York City, at 9 o'clock, and at 7:00 a.m. in the suburbs.)  
Gather up the scattered toys.  
Wash your faces clean;  
Ended are vacation's joys,  
Ended the serene  
Loading days of summer play.  
Now we must be men;  
This is the sad thought to-day:  
School time's here again.  
Johnny's home from Uncle Sam's,  
Mary from the sea;  
Deadened are the eager cries:  
"Toes do ball for me!"  
Leapfrog, cat and hide-and-seek  
In the wooded fen  
Must be stopped by end of week—  
School time's here again.  
Boys just hate to go to school,  
Studying the R's,  
Following the teacher's rule—  
Silence—that's what's rare!  
But there's joy in hockey now,  
Staying up 'til ten,  
Healthy kids are somehow  
School time's here again. A. W. U.

He—And did you suffer much when you had appendicitis? S—Suffer? I thought I should never live to tell the tale. He—Ah, that must have been suffering, indeed.—Philadelphia Record.

Hunters in the State of Washington are taking no chances this fall being mistaken for deer, bear or woodchucks. In speaking of the opening of the hunting season "The Seattle Post-Intelligencer" says: "Yesterday the dealers in hunters' supplies had a brisk trade in red flannel shirts and red sweaters, which were of such brilliant hues that the squad of game hunters looked like a regiment of Garibaldi's patriots. The like a regiment of Garibaldi's patriots. The red shirts and the red caps are to distinguish the hunters from the game which is to be pursued and to lessen the chances as much as possible of being shot by accident."

Hobbs—Alas! she has refused me for the second time. Hobbs—Clare, my old man, I don't ever hear that two negatives were equal to an affirmative.—Philadelphia Record.

There was consternation in Hartford, Conn., on Labor Day when it was found that the United States flag on Capitol Hill was upside down and the building was closed. "The Courant" rather grimly remarks that nobody bothered under the delusion that the position of the flag indicated

**People and Social Incidents.**

**NEW YORK SOCIETY.**

Many house parties are being given over the week end and in around Lenox, the Berkshire Hunt ball at Shadow Brook this evening and the hunt races to-morrow this evening and Park. Among those who at Lenox are at their estates are Mr. and Mrs. Grand Foster, Mr. and Mrs. Samuel Frothingham, Miss Kate Cary, Charles Lanier, Mr. and Mrs. Edwards Spencer and Mrs. J. Frederick Schenck. The Henry Hollister Pease is chairman of the committee in charge of the ball, and assisting are Mrs. Foster, Mrs. Frothingham and others.

**"THAT YANKEE CHEESEBOX"**

T. R. Timby Exhibited Model of Such a Battery in 1843.

Mr. Timby, who is now in the MacCord reply to "Merit" in your to-day's issue. In view of the following possibly "Merit" does "appreciate the difference between the functions of the inventor and those of the designer" and the "notities" referred to:  
From "The New York Express" of June 10, 1843:  
"We have seen the model (on a scale allowing a practical development of its design and manner of working) of a battery to be revolved by steam, the invention of Mr. T. R. Timby, of Cayuga County, N. Y., in 1843, on an exhibition at the American Institute, in the City Hall.

"This model represents—or rather it is in itself—a small circular fort, 23 feet in circumference and about five feet high. In the interior it has, running around, four galleries or decks, dividing the whole height into four stories. Upon each deck are mounted twenty-five guns, making one hundred in all.  
"The whole battery (parapet, guns and all) is moved around its vertical axis by steam engines. As it revolves each gun is fired at the moment it is brought to bear upon any given object, and in this way one hundred guns can be discharged with the utmost precision in a minute.  
"The model works admirably, and when the whole hundred guns are fired in rapid succession makes an exceedingly interesting exhibition. The question of how it will work on a large scale remains, of course, to be tested by experiment, although we believe there is no doubt, in the mind of the inventor, that it will be successful."

It is estimated that a fort of seventy-four guns will weigh, in all, about one thousand tons, and will require to move it with a velocity sufficient to discharge the whole seventy-four guns in a minute a small steam engine of 45 horsepower, or a force equal to about two hundred and twenty-five men. The walls it is, of course, intended shall be shotproof, and will consist of an outside casing of iron, at least six inches thick, and an inside lining of oak lagging eighteen inches thick.

"The device of the iron, the elasticity of the circular wall and the almost utter impossibility of a shot striking it in a direction perpendicular to the surface will render it perfectly impenetrable. It strikes us that no ship could stand more than a single revolution of such a formidable machine."  
Possibly Mr. MacCord has not yet become acquainted with Mr. Timby, the great inventor and designer of marine and coast defenses the world has ever produced, even if, because of not being a civilian, his invention has not been adopted, or because of their piracy, or the "notities" of the designer's (?) art, has lost out.

**TURF-TRUTH.**

Brooklyn, Sept. 7, 1911.

**PISTOL LAW NOT DESPOTIC**

Veteran Says It Should Go Further and Prohibit Weapons in the Home.  
To the Editor of The Tribune:  
Sir: In your editorial columns this morning I find a communication from one who signs himself "New Yorker." He swears vengeance against the new law about carrying pistols and other firearms, and calls the law despotic.

I am an old man, bordering on the seventies, and will state that I have had neither a pistol nor a gun in my house since becoming a resident of this city, which is nearly twenty-three years ago, and I have used no pistol or gun since I was in the militia during our Civil War, fifty years ago. The law is an excellent one, endorsed by the best business men and citizens of this city, and I trust that it will be enforced to the letter.

How many accidents, Mr. Editor, do we read of from day to day through the careless handling of pistols and guns? How many boys shoot their mothers and sisters through the careless handling of firearms? In this morning's news is an account of a sleeping girl, a favorite daughter, shot by her fond father, in Brooklyn, who then turned the revolver on himself. There are plenty of others of such cases.

I would even go further than the present law. No one should be allowed to keep a pistol or a gun in the house under a heavy penalty. There is no need for such weapons. The law is sternly enforced, and at the end of a year, or even six months, time a comparison be made as to the number of homicides committed through the carrying of pistols before the law went into effect and now under the new law.

I would state further that every one who gets permission to carry a gun or a pistol should be made to furnish a list of all references, and these should be kept on file, so that they can be referred to at any time.

M. GOLDMAN.

New York, Sept. 6, 1911.

**THE TRIBUNE AND LABOR.**

To the Editor of The Tribune:  
Sir: I have been a reader of your paper for the last seven years, and have only one complaint to make, viz., your unvarying harsh treatment of labor, especially your articles on the railway strike in Great Britain. According to the latest Board of Trade returns available the average wage for 394,225 railway men was \$1.90 a week, and of the number 37,000 received less than \$1 a week, and only 20,000 received less than \$1 a week, and only 20,000 received less than \$1 a week.

Why this revolt? In the past the men have been unable to face their masters, and they have had only one weapon, the cruel arbitrament of a strike.

ROBERT G. WEST.

Brooklyn, Sept. 6, 1911.

[We are quite willing to concede that the men are underpaid, and we have never questioned their right to seek to better their conditions of wages and hours of labor, even by means of striking if no other means will serve. But we are opposed to disorder and violence and to the attempts of any organization to paralyze the powers of government.—Ed.]

**ECUADOR REVOLUTION ENDS.**

Guayaquil, Ecuador, Sept. 7.—The revolution started last month by General Flavio Alfaro, in an effort to take over the reins of government from Emilio Estrada, the regularly elected President, is ended. The republic has been entirely pacified. The report that Colonel Carlos Alfaro was killed when his rebel command was defeated by federal troops near Iquijua is untrue. Colonel Alfaro escaped and fled to the Chuquis Province, where he now is banding his force in exchange for amnesty.

**JAMES R. KEENE IMPROVING.**

London, Sept. 7.—The condition of James R. Keene continues to improve daily since he was operated upon, last Sunday, for stomach trouble.

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"The whole battery (parapet, guns and all) is moved around its vertical axis by steam engines. As it revolves each gun is fired at the moment it is brought to bear upon any given object, and in this way one hundred guns can be discharged with the utmost precision in a minute.  
"The model works admirably, and when the whole hundred guns are fired in rapid succession makes an exceedingly interesting exhibition. The question of how it will work on a large scale remains, of course, to be tested by experiment, although we believe there is no doubt, in the mind of the inventor, that it will be successful."

It is estimated that a fort of seventy-four guns will weigh, in all, about one thousand tons, and will require to move it with a velocity sufficient to discharge the whole seventy-four guns in a minute a small steam engine of 45 horsepower, or a force equal to about two hundred and twenty-five men. The walls it is, of course, intended shall be shotproof, and will consist of an outside casing of iron, at least six inches thick, and an inside lining of oak lagging eighteen inches thick.

"The device of the iron, the elasticity of the circular wall and the almost utter impossibility of a shot striking it in a direction perpendicular to the surface will render it perfectly impenetrable. It strikes us that no ship could stand more than a single revolution of such a formidable machine."  
Possibly Mr. MacCord has not yet become acquainted with Mr. Timby, the great inventor and designer of marine and coast defenses the world has ever produced, even if, because of not being a civilian, his invention has not been adopted, or because of their piracy, or the "notities" of the designer's (?) art, has lost out.

**TURF-TRUTH.**

Brooklyn, Sept. 7, 1911.

**PISTOL LAW NOT DESPOTIC**

Veteran Says It Should Go Further and Prohibit Weapons in the Home.  
To the Editor of The Tribune:  
Sir: In your editorial columns this morning I find a communication from one who signs himself "New Yorker." He swears vengeance against the new law about carrying pistols and other firearms, and calls the law despotic.

I am an old man, bordering on the seventies, and will state that I have had neither a pistol nor a gun in my house since becoming a resident of this city, which is nearly twenty-three years ago, and I have used no pistol or gun since I was in the militia during our Civil War, fifty years ago. The law is an excellent one, endorsed by the best business men and citizens of this city, and I trust that it will be enforced to the letter.

How many accidents, Mr. Editor, do we read of from day to day through the careless handling of pistols and guns? How many boys shoot their mothers and sisters through the careless handling of firearms? In this morning's news is an account of a sleeping girl, a favorite daughter, shot by her fond father, in Brooklyn, who then turned the revolver on himself. There are plenty of others of such cases.

I would even go further than the present law. No one should be allowed to keep a pistol or a gun in the house under a heavy penalty. There is no need for such weapons. The law is sternly enforced, and at the end of a year, or even six months, time a comparison be made as to the number of homicides committed through the carrying of pistols before the law went into effect and now under the new law.

I would state further that every one who gets permission to carry a gun or a pistol should be made to furnish a list of all references, and these should be kept on file, so that they can be referred to at any time.

M. GOLDMAN.

New York, Sept. 6, 1911.

**THE TRIBUNE AND LABOR.**

To the Editor of The Tribune:  
Sir: I have been a reader of your paper for the last seven years, and have only one complaint to make, viz., your unvarying harsh treatment of labor, especially your articles on the railway strike in Great Britain. According to the latest Board of Trade returns available the average wage for 394,225 railway men was \$1.90 a week, and of the number 37,000 received less than \$1 a week, and only 20,000 received less than \$1 a week, and only 20,000 received less than \$1 a week.

Why this revolt? In the past the men have been unable to face their masters, and they have had only one weapon, the cruel arbitrament of a strike.

ROBERT G. WEST.

Brooklyn, Sept. 6, 1911.

[We are quite willing to concede that the men are underpaid, and we have never questioned their right to seek to better their conditions of wages and hours of labor, even by means of striking if no other means will serve. But we are opposed to disorder and violence and to the attempts of any organization to paralyze the powers of government.—Ed.]

**ECUADOR REVOLUTION ENDS.**

Guayaquil, Ecuador, Sept. 7.—The revolution started last month by General Flavio Alfaro, in an effort to take over the reins of government from Emilio Estrada, the regularly elected President, is ended. The republic has been entirely pacified. The report that Colonel Carlos Alfaro was killed when his rebel command was defeated by federal troops near Iquijua is untrue. Colonel Alfaro escaped and fled to the Chuquis Province, where he now is banding his force in exchange for amnesty.

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